

Transportation Phasing Plan ^{2,4}

PHASE ONE: Startup Phase for Subarea III / Del Mar Heights Road

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 650 equivalent DU.^{3,8}

Proposed Access Improvements:

PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT
T-3.1	Del Mar Heights Road	Westerly of Subarea boundary to intersection with Carmel Valley Road.	Extend as 2 lanes of a 4 lane major to development areas. Provide ½ of the ultimate street improvement.
T-1.1	State Route 56	Within Subarea III.	Right-of-Way in Subarea III is assured ⁵ , excluding right-of-way for the third interchange (project has been deleted).

Threshold Condition Regarding Status of State Route 56 North Ramps:

Successful vote November 1998/Subarea Plan/Development Agreement approval by City Council. Completion of a Project Study Report (PSR) for the I-5/SR-56 north direct connectors. One unit/4 acres density.⁶

PHASE TWO: Dual Freeway Completion/State Route 56 Freeway

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹

Approved Project or Subarea III Development: 1,250 DU + Private High School + Neighborhood Commercial (50,000 SF).⁸

Proposed Access Improvements:

PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT
T-1.1	State Route 56	Between I-5 and I-15.	Connected through as a 4-lane freeway.
T-3.2	Del Mar Heights Road	Westerly of Subarea boundary to intersection with Carmel Valley Road.	Widen to 4 lanes.
T-4.2	Carmel Valley Road	Within Pacific Highlands Ranch.	Improve to 4 lanes, where appropriate, to provide access to development.
T-1.6	State Route 56	At I-15	East to north loop ramp; east to south right turn lane; and add southbound on ramp lane.
T-2	Del Mar Heights Road	At I-5	West to northbound I-5 right turn lane.
T-11.2	Black Mountain Road	At Park Village Drive	Intersection improvements (dual northbound to westbound left turn lanes or southbound right turn lane).

Threshold Condition Regarding Status of State Route 56 North Ramps:

Threshold Condition Regarding Status of Route 56 Connections: This phase may be satisfied in the following increments: (i) First 150 DUs – Completion of the Value Engineering Study for the 5/56 north direct connector; (ii) next 300 DUs – Funding assured for PR/ED in year 2000 STIP for the 5/56 north direct connectors; (iii) next 150 DUs – Complete Draft PR/ED; (iv) next 150 DUs – City Approval of Draft EIR Screen Check; (v) next 200 DUs – Caltrans Approval of PR/ED; (vi) next 150 DUs – FHWA Approval for Public Review and (vii) next 150 DUs - Final FHWA Approval.⁶

Transportation Phasing Plan (continued) ^{2,4}

PHASE THREE: I-5/SR-56 North Connectors

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 1,500 DU + Neighborhood Commercial (100,000 sf).⁸

Proposed Access Improvements:

PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT
T-4.2	Carmel Valley Road ⁷	From SR-56 to Del Mar Heights Road.	Widen to six lanes.
T-13	Via de la Valle	Between San Andres and El Camino Real east.	Improve to four lanes.
T-12	El Camino Real	Between Half Mile Drive and Via de la Valle.	Improve to major four-lane street.
T-4.2	Carmel Valley Road	Between Del Mar Heights Road and Black Mountain Road.	Improve to four lanes.
	Camino Ruiz	From Carmel valley Road to Carmel Mountain Road.	Widen to four lanes (Camino Ruiz/SR-56 diamond interchange).
T-1.2	State Route 56	From I-5 to one mile east of the Camino Santa Fe interchange.	Widen to six lanes.

Threshold Condition Regarding Status of State Route 56 North Ramps:

STIP funding, design, and award contract for construction of the I-5/SR-56 north connectors.⁶ I-5/SR-56 north connectors open to traffic.⁶

PHASE FOUR: Build out of Subarea III (Pacific Highlands Ranch).

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹

Approved Project or Subarea III Development: 1,600 DU + Neighborhood Commercial (150,000 SF) + Commercial Office.⁸

Proposed Access Improvements:

PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT
	Camino Ruiz	From Carmel Valley Road to Carmel Mountain Road	Widen to six lanes.
	Black Mountain Road	State Route 56 to Mercy Road.	Widen to six lanes.
	I-15	From State Route 56 to Mercy Road.	HOV lane extension.
	I-5	From Del Mar Heights to Birmingham.	Add HOV lanes.
T-1.4	Camino Ruiz	At State Route 56.	Private loops, or third interchange at State Route 56.
T-1.2	State Route 56	From I-5 to I-15.	Widen to six lanes.

Footnotes to Transportation Phasing Plan:

- ¹ Before development is authorized in each phase, the improvements listed in the right column must meet one of the following conditions to the satisfaction of the City Engineer:
 - a) Improvement must be completed and open to traffic.
 - b) Improvement must be under contract.
 - c) Improvement must be bonded.
 - d) Improvement must be scheduled for construction in the City CIP for the year in which building permits are requested.
 - e) Improvements must be programmed for construction in the STIP for the year in which building permits are requested.
- ² It should be noted that this plan is intended to serve as a guideline for the sequential development of street improvements. Because the geographic order of development is not certain, it will be necessary to regularly review and revise this phasing plan in order to reflect the current land development proposals and actual trip generation rates and trip distribution.
- ³ The 650 equivalent dwelling units include a maximum of 50 EDUs for the administrative facilities of the private high school.
- ⁴ The Transportation Phasing Plan assumes that State Route 56 will be implemented as shown in this Public Facilities Financing Plan. If for any reason, the implementation of State Route 56 is delayed, traffic thresholds and required improvements will be as described in the Alternative Transportation Phasing Plan, pursuant to paragraph 2, on page 119, of the Traffic Study Report entitled, "Transportation Analysis for the Future Urbanizing Subarea III," dated March 31, 1998.
- ⁵ Right-of-way is assured to the satisfaction of the City Engineer by either of the following:
 - a) Acquisition
 - b) Successfully entering into a purchase agreement, or by
 - c) Initiating the condemnation process.
- ⁶ This requirement is to be satisfied at the commencement of this phase, i.e. 1,900 DUs for Phase III.
- ⁷ The Transportation Phasing Plan contained in the Traffic Study Report, cited in the footnote 4 above, inadvertently refers to Carmel Valley Road between SR-56 and the intersection of Del Mar Heights Road as Camino Santa Fe. It has subsequently been determined that the northerly limits of Camino Santa Fe will terminate at SR-56.
- ⁸ The amount of development approved for each phase of the Transportation Phasing Plan is not cumulative. To determine the cumulative total, one must add the amounts shown in each phase of the plan.

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